

## Engineer Estimates

PIN	Code	Project Number	Project Name	Original Engineer Estimate	Engineering Services Estimate	Final PDBS Estimate	Low Bid	Number of Bidders	Bid Range	Region
9/25/2006										
5641		STP-3462(2)3	North Ogden Divide Road	\$157,786	\$176,293	\$176,293	\$148,485	2	84-151%	1
5103		STP-0055(16)0	Westwood Boulevard, Pathway Price	\$320,995	\$328,719	\$321,495	\$314,959	4	98-116%	4
3065	b	IM-15-1(63)0	Arizona State Line to Bluff Street MP 0-6	\$8,804,462	\$9,464,679	\$9,199,353	\$7,472,469	4	81-86%	4
4150	b	*NH-215-9(115)16	I-215, 3800 South to 4100 South	\$3,390,622	\$3,450,667	\$3,582,869	\$3,720,658	5	104-137%	2
<b>Lessons Learned</b>			<ul style="list-style-type: none"> <li>▶ Excellent glimpse into prices for large quantity HMA for next year paving projects.</li> <li>▶ Designers should clearly state in the plans if any hazardous materials are present or not.</li> </ul>							
9/19/2006										
4723	f	STP-9999(806)	SR-77 and SR-51 Evergreen Road, Springville	\$8,837,643	\$1,045,174	\$1,047,231	\$986,231	2	94-101%	3
9/12/2006										
9/7/2006										
5423		STP-R399(5)	Utah Valley ITS Commuter Link Expansion	\$903,159	\$1,119,306	\$1,119,000	\$649,461	6	58-136%	3
4699	e	STP-0089(116)0	Washington Boulevard, 22nd Street	\$271,875	\$336,927	\$32,416	\$343,734	2	106-123%	1
8/29/2006										
5558		SP-15-7(245)311	I-15 Beck Street NB On-Ramp	\$1,431,588	\$3,517,590	\$3,412,633	\$2,925,900	2	86-90%	2
4272	b	BRO-LC13(6)	400 South over Strawberry River Duschesne City	\$494,972	\$709,340	\$709,538	\$650,000	2	92-111%	3
8/22/2006										
5558		SP-15-7(245)311	I-15 Beck Street NB On-Ramp	\$1,431,588	\$3,517,590	\$3,412,633	\$2,925,900	2	86-90%	2
4272	b	BRO-LC13(6)	400 South over Strawberry River Duschesne City	\$494,972	\$709,340	\$709,538	\$650,000	2	92-111%	3
8/15/2006										
4959	y-f	STP-0071(18)22	SR-71, 4800 South to 900 East	\$303,738	\$336,757	\$336,762	\$348,128	2	103-111%	2
5427	b	SP-15-3(29)116	I-15 Bridge Preservation Near Manderfield	\$279,674	\$354,327	\$354,326	\$356,695	1	101%	4
4754	r	IM-215-9(118)7	I-215 Knudsens Corner to 300 East	\$418,797	\$583,163	\$583,161	\$946,000	1	162%	2
5308	b	IBRF-80-4(107)156	I-80 Rail to Trails Silver Creek Canyon to Echo	\$4,288,841	\$5,305,879	\$5,183,798	\$4,317,563	5	83-97%	2
<b>Lessons Learned</b>			<ul style="list-style-type: none"> <li>▶ Bidding a project more than once does not produce positive results.</li> <li>▶ Sturctural work that can be constructed during the months of September, October, and November will get a better bids than any other time of the year.</li> <li>▶ Flexible schedule continues to be a significant favorable factor in the bids.</li> </ul>							
8/8/2006										
2327		STP-0089(40)298	Intersection at 1600 North State Street, Orem add turning lanes	\$1,499,370	\$1,986,643	\$1,988,275	\$1,476,077	2	74-99%	3
4357	s	STP-0006(30)228	US-6, MP 228 to MP 231, Surface Seal	\$325,000	\$366,998	\$367,000	\$293,481	1	80%	4
5435	y	SP-R199(11)	Traffic Signal at SR-273 and 550 South, Kaysville	\$141,675	\$188,858	\$191,570	\$122,471	3	64-76%	1
4717	z	IM-15-7(220)327	I-15 Lagoon to Layton	\$2,766,995	\$3,123,483	\$3,123,530	\$2,667,939	4	85-119%	1
<b>Lessons Learned</b>			<ul style="list-style-type: none"> <li>▶ Because of the bidder's market, we don't know which projects are going to attract a competitive or innovative bid so it is best to be conservative.</li> <li>▶ Schedule flexibility for contractors will result in better bids for UDOT.</li> <li>▶ Bidding in the dead of winter = lower bids</li> <li>▶ HMA is still very expensive for paving this year.</li> </ul>							
8/1/2006										
4784	b	SP-0132(8)12	SR-132 Over Sevier River, Leamington	\$262,843	\$403,536	\$395,108	\$256,712	2	65-94%	3
<b>Lessons Learned</b>			Conservative estimates on small jobs is very important because of the variables and the current volatile market.							
7/27/2006										
3683	h	STP-LC49(68)	Pleasant Grove Boulevard Trail I-15 to State Street	\$374,542	\$495,000	\$1,154,362	\$1,050,721	5	91-157%	3
5537	a	NH-0091(26)17	SR-91 from SR-23 to SR-101 - Asphalt OGSC	\$1,140,304	\$1,168,812	\$1,726,774	\$1,774,071	2	102-104%	1
4194	b	BRO-LC29(6)	Weber River 200 East in Morgan	\$813,911	\$1,128,307	\$1,154,362	\$1,050,721	3	90-130%	1
<b>Lessons Learned</b>			<ul style="list-style-type: none"> <li>▶ Flexible schedule attracted high number of bidders.</li> <li>▶ Contractors can be choosy about which projects they bid.</li> <li>▶ HMA prices are on the rise.</li> </ul>							

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7/18/2006										
2902	h	STP-HPP-LC35(123)	Parley's I-215 Crossing and Trail Extension	\$2,542,246	\$2,817,113	\$2,797,065	\$2,709,584	3	97-150%	2
4204	b	BHF-0128(7)7	Bridge Rehab SR-128 Structure E-1007 8.8 miles north of Moab	\$382,085	\$501,702	\$495,258	\$494,527	1	100%	4
<b>Lessons Learned</b>			<ul style="list-style-type: none"> <li>Construction schedule effects bids</li> <li>Recent price inflation of many materials is not reflected in estimates</li> <li>Red Flag analysis kept estimate from going over 110%.</li> </ul>							
7/11/2006										
5137	y	STP-R199(5)	Various Locations in Region 1	\$228,000	\$273,445	\$273,445	\$225,740	3	83-99%	1
5156	e	STP-LC35(149)	I-215 Redwood Road Ramp Enhancement, Taylorsville City	\$553,426	\$730,628	\$679,013	\$804,100	1	118%	2
4036	a	STP-HPP-3184(2)0	Santa Clara Drive Streetscape Improvements	\$5,549,283	\$6,962,661	\$8,321,127	\$8,070,052	3	97-111%	4
<b>Lessons Learned</b>			<ul style="list-style-type: none"> <li>Large quantity HMA prices have risen drastically. \$85 per ton will be the benchmark until prices decrease.</li> <li>Contractors consider past projects to help determine how aggressively they will bid current projects.</li> <li>Adequate time must be allowed for estimate reviews on all projects.</li> </ul>							
7/6/2006										
5175	t	SP-0082(2)1	Traffic Signal at SR-82 & 1400 South, Garland	\$380,173	\$514,508	no bidders				
5030	f	ISTP-80-4(103)123	I-80 at 2300 East - Safety Spot Improvement	\$975,207	\$1,254,290	\$1,254,290	\$1,070,652	2	85-93%	2
<b>Lessons Learned</b>										
6/27/2006										
5179	t	SP-R199(6)	Traffic Signal upgrades - Two locations-R1	\$146,328	\$197,072	\$196,330	\$156,021	3	79-124%	1
5080	z	SP-999(841)	US40-RP4-6 Concrete Surface Repair and Reseal	\$291,283	\$367,485	\$1,100,701	\$808,465	4	73-97%	1
4993	t	SP-9999(819)	Traffic Signal construction R-3	\$941,523	\$1,099,502	\$367,485	\$267,009	2	73-92%	3
<b>Lessons Learned</b>			Competitive bids were received for signal and grinding projects .							
6/20/2006										
4322	h	CM-2172(5)10	3900 South 500 West Ped Access to Light Rail	\$1,424,262	\$1,806,234	\$1,668,802	\$1,731,183	2	104-122%	2
2949	b	BRO-LC55(1)	Caineville Wash Bridge	\$566,625	\$687,385	\$687,234	\$796,774	1	116%	4
4147		*IM-84-5(37)26	I-84, SR-83 to SR-102 Concrete Pavement Rehab	\$9,266,353	\$10,082,409	\$9,836,497	\$7,524,898	5	77-113%	1
<b>Lessons Learned</b>			<ul style="list-style-type: none"> <li>Specialty work is difficult to estimate.</li> <li>The volatile market often requires estimates to be reviewed and updated while they are out to bid.</li> <li>HMA costs continue to escalate and lighting costs were 2-3 times over the engineer's estimate.</li> </ul>							
6/13/2006										
3691	e	STP-LC49(69)	Dry Creek Trail Pedestrian Underpass, Payson	\$1,208,341	\$1,526,261	\$1,547,405	\$1,475,332	2	95-123%	3
<b>Lessons Learned</b>			<ul style="list-style-type: none"> <li>It is difficult to predict costs on lump sum and specialty items.</li> <li>Designers need to make sure quotes from contractors and suppliers reflect UDOT's requirements</li> </ul>							
6/6/2006										
2934	b	*BRF-STP-0114(4)2	Provo River Bridge Replacement	\$3,234,960	\$3,999,961	\$3,999,680	\$3,534,512	3	88-119%	3
5524	m	SP-15-7(243)269	I-15 from Salt Lake County through Utah County HOV/HOT lane	\$1,084,943	\$1,446,323	\$1,455,268	\$1,135,525	2	78-84%	2
<b>Lessons Learned</b>			<ul style="list-style-type: none"> <li>Contractors continue to chase the big money projects.</li> <li>Lucrative UDOT market is drawing new players to roadway work.</li> </ul>							
6/1/2006										
3834	t	STP-SP-0006(57)165	New Traffic Signal Installation and Intersection Realignment	\$395,465	\$464,764	\$776,527	\$663,831	1	85%	3
3668	h	STP-2190(2)0	Wasatch Boulevard Trail, Parley's Crossing to 6200 South	\$264,133	\$300,892	\$457,110	\$332,412	4	73-110%	2
5081	c	SP-9999(842)	SR-84, SR-86, SR-32, SR-35	\$764,375	\$1,006,200	\$958,264	\$855,500	2	89-103%	2

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4782	d	ISTP-15-2(50)42	Spot Improvement Install Deer Fence	\$202,350	\$195,467	\$202,350	\$233,400	1	115%	4
<b>Lessons Learned</b>			Local contractor capacity appears to be nearly full in the southern part of the state. Region 4 projects are paying a premium to get their jobs constructed.							
			Not showing estimate amounts on the internet appears to be helping good, solid bids to be submitted.							
			Four bidders for a small trail project seems to suggest contractors like local projects.							
			Orange book projects that will be borrowing future money will immediately be escalated Tracy Conti, Jim McMinimee, and Region Director							
5/23/2006										
5210	r-o	STP-R499(6)	SR-18 Rotomill and Overlay	\$1,552,159	\$1,724,683	\$1,724,683	\$1,992,500	1	116%	4
4459	h	STP-LC39(4)	Sandpitch River Walkway-Gunnison-Construct Walkway	\$480,564	\$568,542	\$683,640	\$808,332	3	118-139%	4
4709	f	STP-0158(10)0	SR-158 Pineview Reservoir-Spot Improvement-Add Guardrail	\$124,900	\$131,145	\$129,945	\$123,775	1	95%	1
4662	f	STP-0091(20)11	SR-91 Wellsville Canyon Spot Improvement-Add Median Barrier	\$343,700	\$428,190	\$428,200	\$288,700	2	67-86%	1
5229	f	STP-0089(120)461	Safety Install and Upgrade Guardrail	\$594,919	\$633,194	\$603,042	\$584,031	1	97%	1
4958	f	ISTP-R299(22)	Safety Install Median Barrier	\$553,089	\$716,961	\$734,773	\$546,967	1	74%	2
5218	r	IM-NH-15-2(51)70	I-15 Asphalt Joint Repair and Seal Coat	\$2,686,451	\$3,378,820	\$3,378,821	\$3,817,030	1	113%	4
<b>Lessons Learned</b>			Posting bidding information on the internet may have hurt this project. The contractor knew they were the only bidder. Posting a range may still affect the							
			HMA for large quantity was much higher than anticipated. The high price indicates an uncompetitive bid or HMA climate is much worse than we thought.							
			Trail projects flag should be raised to at least 5%.							
			Too much optimism was factored into the prices. If prices cannot be agreed upon at advertising, review, or during bidding, the project should be escalated							
			Specialty/lump items are very difficult to estimate. Add manual flags to compensate for uncertainty.							
			Estimate reviewers need to be trained on how to approach unit price negotiation with project managers.							
			UTBC costs were well beyond our expectations from all bidders.							
			Mobilization needs to be at least 10% on all projects during this bidders market. We lost 5% of engineer's estimate on mobilization on the low bid.							
			Out of State contractor won bid. Lighter construction projects don't require several pieces of heavy equipment.							
			Should UDOT promote more out of state contractors with mailers. Utah has experienced high cost increases which should attract the out of state							
			Not updating each unit price during negotiations with project managers can make it difficult to look at bid abstracts and figure out where the estimate was							
			Projects that came in under 110% of engineer's estimate were awarded to out of state bidders.							
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5/16/2006										
5135	o	SP-0068(37)63	SR-68 Open Graded Surface Course	\$314,882	\$338,129	\$387,831	\$322,200	3	83-84%	1
<b>Lessons Learned</b>			Sometimes the rosy bid scenario will come true and bids will come in well under the Engineer's Estimate.							
5/9/2006										
4619	e	STP-0012(10)85	Boulder Town Visitor Park Center	\$331,601	\$364,761	\$370,624	\$499,107	1	135%	4
3575	z	SP-0068(24)43	Redwood Road 12600 South to 10600 South	\$22,202,116	\$23,471,773	\$25,408,621	\$22,319,812	3	88-104%	2
<b>Lessons Learned</b>			Out-of-the-way projects are not as appealing when Contractors are working near their capacity.							
5/2/2006										
5448	m	IM-80-4(111)189	I-80 Wahsatch to Wyoming State Lilne	\$286,448	\$302,830	\$315,448	\$139,613	2	44-133%	2
4/25/2006										
5028	t	SP-0089(114)357	US-89 at 400 North, Harrisville	\$144,377	\$175,843	\$175,187	\$175,713	4	100%-109%	1
3842	b	BRO-LC19(7)	Thompson Wash on CO Road 175	\$768,853	\$807,296	\$778,853	\$1,155,641	1	148%	4
3320	b	BHO-LC13(4)	Duchesne River Bridge Rehab	\$993,345	\$1,230,055	\$1,201,449	\$1,509,474	3	126-159%	3
<b>Lessons Learned</b>			Red flag analysis brought project in right at low bid.							
			Contractors who had indicated they would bid did not, leaving only one bid. There are only a few structural contractors and they are very busy.							
			Reviews done before this volatile oil price period do not reflect current conditions. UDOT is competing with the oil fields in Duchesne for local contractors.							
4/18/2006										
1867	i	SP-0006(27)231	Helper Interchange	\$13,123,384	\$14,254,447	\$14,618,964	\$16,699,313	1	114%	4
5227	c	STP-NH-0006(83)262	US-6; MP 262-263 and MP 292-300	\$449,929	\$589,782	\$604,397	\$493,231	3	82-135%	4
5213	c	SP-R499(9)	US-191; MP 140-157		\$745,104	\$796,150	\$656,289	3	82-118%	4

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5223	c-o	NH-STP-R499(11)	US 191; HMA Overlay and Chip Seal	\$868,041	\$991,620	\$1,016,620	\$841,984	2	83-96%	4
5221	p	IM-70-3(45)141	I-70;MP141-147	\$1,246,282	\$1,255,522	\$1,287,522	\$1,344,005	3	104-120%	4
5125	b	SP-R399(3)	I-15; Bridge Preservation in Utah County	\$429,725	\$406,061	\$406,725	\$276,327	3	68-78%	3
<b>Lessons Learned</b>			Offering a stipend to contractors for bids submitted on projects that have been rebid more than once may increase the bid quantity and improve bid quality.							
			The increase in oil prices needs to be reflected in the estimates.							
			The UDOT project team needs to have better communication and partnering.							
4/11/2006										
4368	x	STP-0021(10)77	Milford SR-21 Rail Road Crossing	\$3,109,823	\$3,656,807	\$3,109,823	\$4,154,972	3	134-145%	4
5356	a	STP-0010(34)34	SR-10; RP 34.2 to RP 37.6 South of Castle Dale	\$1,811,955	\$1,830,075	\$1,879,130	\$1,963,109	1	104%	4
5117	b	SP-R199(4)	I-15; Kaysville to Clearfield	\$789,916	\$809,664	\$809,916	\$845,700	2	104-139%	1
4991	t	SP-9999(818)	2 Traffic Signals in Cache County US-91 & SR-165	\$176,722	\$189,976	\$185,722	\$151,907	3	82-133%	1
5216	r	SR-0006(82)239	SR-6; MP 239 - 244	\$1,896,325	\$1,919,647	\$1,920,325	\$1,953,139	1	102%	4
5071	g	IM-15-7(231)287	I-15; Bluffdale to 12300 South	\$1,607,949	\$1,456,521	\$1,457,267	\$1,717,468	1	118%	2
<b>Lessons Learned</b>			The number of prime plan holders does not always accurately reflect the number of bidders a project will receive.							
			Preliminary contractor estimates may not accurately reflect hard costs.							
			Designers need to reevaluate and look closer at Innovative Contracting.							
4/4/2006										
4960		STP-9999(801)	Big and Little Cottonwood Canyons	\$278,758	\$292,696	\$293,758	\$294,435	2	100-126%	2
3761		STP-0111(9)6	SR-111, 8400 West; 5400 S. to 3500 S.	\$2,610,369	\$2,642,404	\$2,642,404	\$2,078,823	3	79-86%	2
<b>Lessons Learned</b>			Bids were very close. These contractors like mill and fill jobs.							
3/28/2006										
3763		STP-0171(15)0	SR-171, 3500 S.; 8400 West to 5600 West	\$2,291,737	\$2,289,459	\$2,295,197	\$2,139,463	3	93-108%	2
4756		NH-9999(389)	Various Locations on I-215 & I-80	\$365,668	\$383,951	\$384,668	\$412,616	1	107%	2
4967		CM-9999(814)	ATMS Expansion in Weber/Davis Counties	\$459,200	\$482,160	\$482,200	\$381,514	2	79-93%	1
3725		*IM-15-5(32)223	I-15; South Nephi to North Nephi	\$12,097,194	\$12,594,862	\$12,594,862	\$13,653,150	3	108%-132%	3
<b>Lessons Learned</b>			Clearly state that alternative bids are included and make sure the alternative amounts are clearly stated.							
3/21/2006										
5212		SP-R499(8)	SR-89; and SR-116	\$143,071	\$172,425	\$170,016	\$153,900	1	91%	4
5133		SP-0232(5)0	SR-232; FROM GORDON AVE. TO SR-193	\$813,246	\$833,577	\$813,196	\$671,277	3	83% - 89%	1
5209		SP-0089(126)267	SR-89; MP 267 - 272	\$549,632	\$549,632	\$549,632	\$626,850	2	114% - 119%	4
5217		SP-0014(25)31	SR-14; MP 31 - 41	\$189,629	\$212,451	\$213,080	\$229,500	1	108%	4
5073		IM-9999(844)	I-80; RP 69 TO 76 AND 89 TO 94, I-84; RP 115 TO 120	\$1,362,922	\$1,376,551	\$1,376,809	\$1,455,550	1	106%	2
5078		SP-9999(840)	SR-48, SR-89 and SR-186 Various Locations	\$750,697	\$769,464	\$769,697	\$815,952	1	106%	2
<b>Lessons Learned</b>			Slurry seal and micro surfacing projects are generally bid at 107% of the estimate when price is shown.							
			Slurry seal projects generally go to Intermountain Slurry Seal							
			Chip seal projects are bid by more than one contractor							
3/14/2006										
4925		STP-9999(808)	Rural Run-off-road mitigation program	\$247,455	\$252,615	\$252,615	\$146,254	2	58% - 78%	2
4921		STP-0091(24)32	SR-91; Smithfield / Richmond Cache County	\$248,817	\$393,241	\$393,656	\$374,443	3	95% - 136%	1
4884		SP-9999(759)	3 Signals in Summit County	\$352,354	\$377,205	\$372,354	\$408,606	3	109.7% - 161%	2
5142		SP-15-6(55)241	Alpine Interchange to University Parkway	\$1,073,319	\$1,084,052	\$1,084,309	\$703,350	6	65% - 101%	3
4539		SP-0108(9)1	SR-108; from Gregory St. to Main St.	\$481,520	\$505,596	\$483,880	\$388,696	2	80% - 114%	1
5428		SP-0089(130)241	Bridge Preservation South of Gunnison	\$130,885	\$137,429	\$130,885	\$103,298	3	73% - 114%	4
5224		NH-STP-0089(123)10	SR-89; MP 10-21	\$720,198	\$769,583	\$769,583	\$701,500	4	97% - 118%	4
5220		IM-70-1(58)32	I-70;MP 32-37	\$1,035,506	\$1,035,506	\$1,035,506	\$1,066,171	4	103% - 135%	4
3/7/2006										
3715		STP-1770(2)1	Airport RD. from 600 N to Kitty Hawk, Cedar	\$1,471,207	\$1,591,885	\$1,609,348	\$1,912,148	1	118%	4
4260		STP-1332(2)	Carbonville Road, Carbon County	\$1,737,022	\$1,890,450	\$1,889,489	\$1,943,136	2	103% - 110%	4
4360		STP-0068(18)30	SR-68; at 6800 N and 7600 N in Lehi	\$735,806	\$735,806	\$757,097	\$750,871	2	99% - 114%	3

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5123		SP-R299(5)	I-15; Wasatch Corridor	\$3,104,396	\$3,135,440	\$3,104,396	\$2,394,388	2	77% - 93%	2
4846		SP-0040(57)2	Park City Area; US-40 Fiber Extension Project	\$210,437	\$215,698	\$213,437	\$141,276	5	66% - 133%	2
5075		NH-9999(845)	I-80; Lake Point to Black Rock	\$970,798	\$951,487	\$975,884	\$866,221	4	89% - 109%	2
4790		IM-15-4(43)188	I-15; Scipio to Juab County Line	\$8,420,325	\$8,303,425	\$8,856,987	\$9,287,063	3	105% - 124%	4
2544		CM-LC49(48)	American Fork Signal Coordination	\$431,756	\$431,756	\$431,756	\$445,492	4	98% - 134%	3
3/2/2006										
5460		SP-0067(7)0	Leagacy Parkway grading and drainage	\$11,155,988	\$11,533,055	\$11,533,055	\$7,249,133	5	62% - 92%	2
2/28/2006										
5136		STP-0013(32)8	SR-13; FROM SR-83 TO MALAD RIVER	\$140,715	\$144,233	\$156,215	\$101,532	2	65% - 78%	1
4559		SP-0095(9)5	SR-95; Fencing Phase I	\$106,883	\$109,555	\$106,883	\$85,610	2	80%-107%	4
3374		*STP-0013(15)0	SR-13; BRIGHAM CITY MAIN STREET	\$5,605,532	\$5,804,462	\$5,696,401	\$6,720,602	1	118%	1
2/23/2006										
5066		SP-9999(850)	Various Locations Region 3 Area	\$1,430,644	\$1,430,644	\$1,430,644	\$1,531,500	1	107%	3
4744		BRF-0160(5)1	Beaver River Bridge @ MP 1.31 on SR-160	\$897,578	\$940,518	\$896,537	\$848,682	2	95% - 114%	4
2/14/2006										
5065		SP-9999(851)	SR-74; SR-114, 145 & 180 VAR LOCATIONS	\$1,345,883	\$1,345,883	\$1,345,883	\$1,239,004	2	92% - 97%	3
2/9/2006										
4777		SP-0191(49)147	US-191; Moab to I-70 @ Crescent Jct.	\$1,199,124	\$1,369,128	\$1,336,035	\$1,091,760	4	80% - 87%	4
4137		*STP-0126(7)5	SR-126; SR-107 to SR-108	\$7,357,395	\$7,266,278	\$7,357,395	\$5,771,221	2	79% - 84%	1
1/31/2006										
3055		STP-LC35(125)	Bell Canyon / Bonneville Trailhead	\$258,601	\$277,996	\$284,461	\$305,030	8	104%-114%	2
5063		NHS-9999(848)	Region Three Chip Seal Various Routes	\$1,048,426	\$1,153,018	\$1,134,112	\$1,065,000	3	92%-121%	3
3342		BRO-LC35(129)	700 South Jordan River Salt Lake	\$1,237,429	\$1,537,532	\$1,430,262	\$1,597,685	2	112%-122%	2
<b>Lessons Learned</b>			▶ Use the Red Flag analysis number and don't compromise.							
			▶ Obtain a letter from the Local Government stating they will cover the amounts over the Engineer's Estimate							
			▶ Trail Projects required a red flag value higher than 2.5%							
1/24/2006										
4377		*IM-STP-80-4(93)189	I-80; Wahsatch to Wyoming State Line	\$14,223,505	\$14,260,528	\$14,260,528	\$9,073,591	5	63%-97%	2
<b>Lessons Learned</b>			▶ Project timing and size creates a more competitive bidding atmosphere as contractors are lining up work for the upcoming season							
1/19/2006										
5185		IM-84-5(39)16	I-84; Hansel Valley to Blue Creek	\$1,057,992	\$1,145,942	\$1,165,280	\$991,576	3	85%-92%	1
4256		BRO-LC41(11)	Three Bridges in Sevier County	\$1,325,557	\$2,083,596	\$2,083,595	\$1,491,491	4	72%-85%	4
4476		BHF-0218(1)6	SR-218, Near Newton Bridge # F-8	\$405,043	\$441,871	\$435,043	\$468,340	2	108%-146%	1
1/10/2006										
2897		STP-2094(1)9	3200 WEST; 4100 SOUTH TO 4700 SOUTH	\$1,918,582	\$2,351,060	\$2,138,074	\$2,689,495	3	126%-143%	2
5134		SP-0039(16)14	SR-39; MP 14.1 to MP 19.4	\$201,365	\$229,124	\$224,788	\$213,068	2	93%-94%	1
5064		NH-0089(115)398	US-89; Cherry Hills to 200 North	\$755,112	\$791,760	\$755,112	\$582,651	4	71%-93%	1
3679		IBRF-80-4(88)154	BRIDGE; I-80 .6 MILES EAST OF WANSHIP	\$2,834,190	\$3,248,285	\$3,081,022	\$3,154,754	4	97%-109%	2
4488		IBHF-70-1(54)10	I-70; Fish Creek Mill Creek Shingle Creek	\$749,340	\$786,807	\$749,340	\$2,194,680	1	279%	4
3751		BHF-STP-0068(17)45	SR-68; BRIDGE REHAB 100 S, 200 S, & 300 S	\$3,631,154	\$4,341,531	\$4,095,062	\$4,060,939	2	99%-112%	2

## Engineer Estimates

PIN	Code	Project Number	Project Name	Original Engineer Estimate	Engineering Services Estimate	Final PDBS Estimate	Low Bid	Number of Bidders	Bid Range	Region
<b>Codes</b>										
	A	Asphalt Pavement								
	B	Bridge								
	C	Chip Seal								
	E	Enhancement								
	F	Safety								
	G	Grind								
	H	Bike/Ped Path								
	I	Interchange								
	M	Pavement Markings								
	O	Overlay								
	P	Plant Mix Seal								
	R	Rotomill								
	S	Slurry Seal								
	T	Traffic Signals								
	X	Railroad								
	Y	Traffic Signal								
	Z	Concrete Pavement								